

ARIZONA DEPARTMENT OF TRANSPORTATION
ROADWAY ENGINEERING GROUP
OFFICE MEMO

February 19, 1997

TO: Roadway Design Personnel
ADOT and Consultants

FROM: Terry H. Otterness
Design Program Manager
Roadway Design Section

RE: SRT-350 Guard Rail Terminal

The SRT-350 (Slotted Rail Terminal) is a flared guard rail end terminal which has passed the requirements for Test Level 3 under the current NCHRP Report 350 crash test criteria. The terminal is primarily a gating type application (non-attenuating) and simulates the flare geometrics of our previous BCT (no longer approved for new construction). The terminal has been approved for limited use by the ADOT Traffic Product Evaluation Committee and the Maintenance Product Evaluation Committee.

Designers may select the SRT-350 for sole use at project locations where there is a demonstrated advantage to the safety of a project; an example would be for use where guard rail is located at a box culvert on a two lane rural roadway having narrow shoulders. The flared ends would serve to reduce any tunnel effect for the driver. SRT-350s may be considered for the narrow (< 5 ft.) right-hand shoulders of two lane highways.

The SRT-350 is not to be utilized as an equal alternate to the non-flared GET terminal. When the designer elects to specify the SRT-350 at a particular location, they should fully weigh the advantages, discuss with Roadway Design as needed, obtain concurrence from the District since they must maintain the installation, and then document the design file with the particular reasons for selecting the SRT-350. Although the SRT-350 is a proprietary item, we have obtained permission from FHWA to use it based upon designer discretion for specific application; we are not required to write a letter of justification to FHWA for each application or project but we are committed to file documentation as previously mentioned. The file shall be documented whether the funding is federal-aid or nonfederal-aid.

Inclusion of the SRT-350 in the plans will be by Detail. Two detail sheets are attached showing installation in asphalt or concrete surface. The details may be obtained on floppy disc upon request from Roadway Design. Please note that hardware installation is in accordance with the current approved manufacturer's drawings, which are also attached for your information. A column will need to be set up on the barrier summary sheet for the SRT-350 application. A draft stored specification (9O5GRDRL) including delineation requirements has been prepared and is available from Contracts and Specifications Section.

Please distribute copies of this memo to the appropriate design, construction, and maintenance personnel in your area. Please contact me or other representatives of Roadway Design for any questions or assistance you may need on this issue.

attachments

c:

Roadway Group
Statewide Project Management
Valley Freeway Group
Construction Group
Maintenance Group
Traffic Group
Districts
Contracts and Specifications
FHWA